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THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

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THE ANGLO-CHINESE COLLEGE
AT AMOY.

(From a Correspondent.)
Amoy, February 18th.
Among the incidents which mark the progress of Old China, it might be well to note the establishment of an Anglo-Chinese College in Amoy. This new institution is called The Tung Wen Institute, and with the China New Year closed its first year. The closing exercises were rendered august by the presence of the highest Chinese naval authorities in the Province as well as the Taitai and a dozen lesser civil officers. Foreign Consuls and civilians were also present to witness the work of the new school.

The College was organized a year ago by the American Consul, who raised a fund sufficient to insure its success among wealthy Chinese, and who is Chairman of the Board of Trustees. The Commissioner of Customs is Vice-Chairman and the Board also contains six Chinese members.

The Institute is in charge of Prof. Davies Moore, M.A., and a corps of four assistants. There are about 125 boys enrolled and the present quarters were so over-crowded that a new and large building had to be secured for the next term. The new quarters provide ample room for boarding fifty new boys.

The school is purely secular. No religious instruction whatever is given. The officials have shown their good will for the college in many ways. The promoters of the school have heretofore declined to have anything published about the school, as they preferred to move cautiously, but now feel that the experimental period has closed, and its success is assured.

A committee was appointed to examine the boys and they presented reports giving the result of their work at the closing exercises. Their reports were flattering indeed. Most of the pupils had never studied English until entering the school, but a few came from other schools, thus distributing the work among the first, second, and third years.

The general review of the work made by Mr. J. A. Hadley, chairman of the Committee shows the character of the work and is given below:

The Tung Wen Institute is now one of the Educational Institutions of China, and in a few years will doubtless be numbering its pupils by hundreds and will see the good results which always follow enlightenment.

After reviewing the work in general and showing that the scope of the work covered by the boys during the year was equal to that usually covered in a year and a half he concludes:

"I do not think it right to pass an opinion, but prefer to give the actual results which speak for themselves. Mr. Huang and Mr. Li have in separate reports expressed their great satisfaction at the progress of the school. The former gentleman, while praising the general efficiency, lays special emphasis on his appreciation of translation from English to Chinese, while both gentlemen agree that the standard attained is very high, when it is taken into consideration that the majority of the scholars commenced their studies of English when this school was opened only nine months ago."

That their opinion is not one of sentiment only is supported by actual statistics, for the average of marks for the classes in Standards III and IV is respectively 80.33 and 83.32. These scholars had some previous education before joining, but when we come to look into the results of the examination of the boys who joined when the school was first established, and had no previous knowledge of any foreign language, we find that though the general average of marks is lower it must be admitted that it is equally satisfactory under the circumstances. These marks range from 67.75 to 82.83, and the average of all classes is 80.05. These figures tell their own story, and show a most commendable desire on the part of the scholars to improve themselves, and an ability and tact on the part of the teachers above praise.

Satisfactory, as these results are, they ought not to stop here, and all who are interested in this work here should not only continue their interest and support, but do their utmost to obtain that of others also.

This is an important period in the history of China; those who qualify themselves for foreign intercourse in their youth will find it of great advantage in their manhood, and they should always remember that the diligent students of to-day will be the leaders of the future."

CHEAP BUT USEFUL.

A simple fire extinguisher may be made by any one at small cost by dissolving two pounds of common salt and ten pounds of ammonium chloride in three quarts of water and filling the solution into quart bottles of thin glass. This mixture has been found very suitable for extinguishing small fires. The bottles must be tightly corked and sealed, to prevent evaporation. At the breaking out of a fire, the bottles are thrown into the flames or their vicinity, and the extinction is effected by the contents of the breaking bottles.

WHY ENGLAND WENT TO EGYPT.

The first reason was that the existence of Egypt as an independent State had become an impossibility. The second was that if Egypt was to become a protected State England was her best and most natural protector. The third was that the adoption by England of the Suez Canal as her highway to India had given her so predominant an interest in Egypt that, whether she liked it or not, she must perform the position of the protecting Power.

By conviction, far more than by personal sympathy, the late Nubar became the champion of English influence in Egypt, and this conviction continued to the end to be the guiding principle of his policy. In his opinion, "What Egypt needs to become great and flourishing are two things—justice and water." He had from the first demonstrated the necessity of watching the Upper Nile, saying:

CAPE COLONY.

The Cape imports for the past year amounted to £16,683,438, against £17,997,789, in the previous year, and the exports to £25,318,701, against £21,660,210. Upwards of £15,000,000 of exports consisted of gold, while the balance was equally divided between diamonds and other colonial products. The specie export amounted to £2,952,288, against £2,222,956 in the previous year. Goods to the Transvaal came to £3,130,975, against £4,357,713 in the previous year, while goods to the other territories outside the Customs Union were £344,713, against £17,102 in the previous year.

BRITAIN'S FOREIGN TRADE IN 1898.

The Trade and Navigation Returns for the month of December make a very good finish for the year. They show that our imports further increased during the month by £4,000,000, the totals being £45,333,000 and £41,334,000 for 1898 and 1897 respectively, there being thus an increase of 9.67 per cent. The increase was mainly in foodstuffs and textile materials. Our exports for the month also make a satisfactory exhibit, the total value amounting to £20,978,000 as compared with £19,320,000, thus showing an increase of £1,658,000, or 8.56 per cent. The gain was fairly general, but was most marked under the heads of textile goods and machinery. Possibly the month this year owes something to the fact that Christmas fell on Sunday, and the holidays consequently caused a complete stoppage of business on one day only instead of two.

The month's returns are, however, of small importance except as regards the extent to which they affect the figures of the year. To some extent they accentuate the preponderance of imports over exports, which of late has been the subject of discussion; but it may reassure those who look upon this excess of imports as an unsatisfactory feature to observe that the tendency for imports to run ahead of exports has been much less pronounced in the second than in the first half of the year. In the six months to June 30th the net increase in the value of our imports amounted to £10,631,000, while in the last half of the year it was only £8,509,000. On the other hand, the value of British exports in the first six months showed a falling off as compared with the same period in the previous year of £5,402,000, whereas in the last half-year there was a net increase of £3,925,000. The variation in imports and exports month by month is shown in the following table:

		IMPORTS.				EXPORTS.	
		1898.	1897.			1898.	1897.
		£	£			£	£
January	39,916,491	16,113	15,413	January	19,514,404	5,548	5,118
February	35,770,872	14,727	14,293	February	17,641,810	3,238	3,383
March	43,412,879	17,577	17,115	March	20,833,865	8,104	8,104
April	47,264,616	18,160	17,416	April	17,496,911	2,704	2,704
May	42,063,395	15,809	15,090	May	17,891,354	3,707	3,707
June	38,293,305	14,496	13,700	June	19,403,539	4,157	4,157
July	35,292,937	13,244	12,490	July	18,680,638	3,636	3,636
August	35,602,281	13,618	12,868	August	18,680,638	3,636	3,636
September	35,602,281	13,618	12,868	September	18,680,638	3,636	3,636
October	42,063,395	15,809	15,090	October	19,403,539	4,157	4,157
November	47,264,616	18,160	17,416	November	20,833,865	8,104	8,104
December	43,412,879	17,577	17,115	December	17,496,911	2,704	2,704
Total	453,333,000	16,113	15,413	Total	208,333,865	8,104	8,104

The increased imports consisted largely of duty-free foodstuffs, mainly corn. There was a falling off in live cattle, owing to reduced numbers shipped from the United States and Canada, and most other kinds of food, except bacon and hams, were also smaller in value than in 1897. As regards wheat and other grains, in addition to importing larger quantities, we had to pay for them considerably higher prices on the average than in the previous year. Thus the increase in wheat imports was under 4 per cent. in quantity, while in value the rise was 11.8 per cent, and a similar proportion prevailed in other descriptions of cereals. For wheat and flour the increase in quantity was 12.5 per cent, and in value 30.2 per cent, barley 29.0 per cent, in quantity, and 49.3 per cent, in value, and Indian corn, 6.3 per cent, in quantity, and 22.8 per cent, in value.

As regards the sources of supply, we received from the United States 37,804,000 cwt. of wheat, as compared with 31,603,000 cwt. in 1897; from India, 9,538,000 cwt., as compared with only 573,000 cwt. against 933,000 cwt.; while Russia supplied only 6,233,000 cwt., as compared with 15,050,000 cwt. in the previous year. The increased supplies of barley, on the other hand, came mainly from Russia, while Canada sent the greater part of the increased supply of Indian corn, the quantity received from the United States being 1,800,000 cwt. smaller than in 1897, though it cost nearly £700,000 more. A considerable increase occurred in the quantity and value of sugar imported, the bulk of which came from Germany, as France supplied considerably less than in 1897. Most other articles of food and drink were much the same in value as in the previous year, but there was a considerable falling off in the importation of tobacco.

Our imports of raw materials were valued at £600,000 more than in 1897, though in some of the leading descriptions the quantities received were smaller. In iron ore, for instance, some falling off occurred, owing to the short supplies from Spain, but copper, tin, and zinc were all imported in larger quantities, and the values show proportionately a more pronounced increase on account of the higher average prices. A shrinkage is recorded in the value of chemicals and dyestuffs, chiefly on account of the short supply of indigo, while oils were £700,000 more in value for the year, the increase being mainly in petroleum.

The chief feature among imports of textile materials was the very large importation of raw cotton. Enormous crops were produced in the United States in the last two seasons, and though consumption has been large, it has not kept pace with the production sufficiently to prevent a fall in price. Whereas, therefore, the increase in the quantity imported works out at 23.4 per cent, in value it amounts to only 6 per cent. Our imports of wool were much smaller than in the previous year, but there was a still greater decline in the exports to the United States, so that somewhat larger quantity was left for home consumption than in the previous year. Prices have been maintained better than might have been expected from the reports of depression in the woolen trade. In fact, while the shrinkage of 46,286,000 lbs in the quantity imported is equal to 6.3 per cent, the fall of £999,600 in value amounts to only 4.1 per cent. The chief features among other imports were a falling off of some £4,500,000 in the value of timber imports, and an expansion of £5,000,000 in manufactures. More than one-half of the latter was in articles not separately classified, either as to description or country of origin. The remainder was distributed widely, small increases

A COLONIAL CLUB FOR LONDON.

An interesting addition is being made to the clubs of the metropolis, as the London Colonial Club, an organization in which the High Commissioner for Canada and the Agents-General for all the self-governing colonies have taken an active part since its formation, has decided to take premises at White Hall-court, Charing-cross. The committee have already the support of about 500 colonials now resident in England and gentlemen largely interested in the colonies. It is hoped to make this club the social rendezvous for colonial life in London. The hon. secretary is Mr. Albert G. Berry, of the Victorian Government-office, 15, Victoria-street S.W.

QUEENSLAND.

The value of the exports from Queensland last year was £10,079,000, showing an increase of £1,854,000 as compared with 1897. The increases were principally in sugar (£647,000), in wool (£326,000), in gold (£207,000), and in meat (£123,000). The year's imports reached a total value of £5,880,000 showing an increase of £519,000.

NOTANDA.

CALENDAR.

FEBRUARY.		ON DATE AT	
METEOROLOGICAL MEANS BASED ON TEN YEARS' OBSERVATIONS TO 1893.		HONGKONG.	
Barometer	30.141	On date at	30.141
Thermometer	57.3	On date at	57.3
Humidity	79.0	On date at	79.0
Rainfall	1.76	On date at	1.76
TO-DAY.			
WEATHER REPORT.			
Barometer	30.09	On date at	30.09
Thermometer	58	On date at	58
Humidity	58	On date at	58
Rainfall	0.02	On date at	0.02
TO-MORROW.			
ANNIVERSARIES.			
1845—The Danish possessions in India purchased by England.			
1850—Lao-kuang, Emperor of China, died.			
1876—End of the Carlist rebellion.			
1892—Death of the Hon. P. Ryrie at Hongkong.			
1897—Suicide of Capt. J. H. Ward, R.M.L.I., of H.M.S. <i>Grafen</i> at Hongkong.			
TO-MORROW.			
Chinese—14th of 1st moon of 25th year of Kwang-si.			
Sun—Rises	6hr. 16min.	Sets	5hr. 44min.
High water—Morning	6hr. 50min.	Afternoon	7hr. 44min.
Low water—Morning	2hr. 30min.	Afternoon	1hr. 13min.

PHILIPPINE MINERALS.

The coal of the Philippines, so far as known, is carbonised lignite rather than coal, and belongs to the Tertiary Age of geology. Coal exists in Luzon, and mining has been granted. Natural gas and petroleum are found in Cebu. Gold is frequently found in the mountains of Luzon and other islands.

THE WORLD'S GOLD PRODUCTION.

Although it will not be possible for some time to come to arrive at anything approaching completeness in the estimates of the world's gold production during the past year, sufficient particulars are available for forming a rough idea as to what the output of the precious metal has been in the countries in which British investors are more especially interested. These particulars are given in the subjoined table:

	1898.	1897.	Increase or Decrease.
Witwatersrand	4,280,000	3,631,775	+1,245,325*
Transvaal	1,050,183	674,089	+375,194
Queensland	918,100	797,000	+121,100
Victoria	802,000	812,250	-10,250*
New South Wales	314,722	292,217	+22,505
South Africa	283,176	251,645	+31,531
India	415,000*	389,770	+25,230
Total	8,087,181*	6,233,770	+1,854,411*

From this table it will be seen that, estimating the December returns from the Witwatersrand, Victoria, and the Transvaal, the gold production of the seven countries amounted last year to 8,087,181 ounces, giving an increase of 1,854,411 ounces over the preceding year, or close upon 30 per cent. There has probably been an increase in the gold yields of the outside districts in the Transvaal, while Rhodesia has now entered the list of regular producers. It is likely, too, that the contributions to the world's gold aggregate of South Australia and Tasmania have shown some expansion, though the increased yields of the Transvaal, Australia, and India will probably have amounted to about 2,000,000 ounces, or roughly, 25 per cent. This is satisfactory so far as it goes, though, of course, the value of the output of the principal gold-producing countries is still very small compared with the enormous amount of capital which has been sunk in their exploitation and development. Concurrently with increased production, however, the sums distributed in dividends have shown a fairly satisfactory expansion. The Rand mining dividends declared within the year represent a total payment of nearly £1,000,000, as against about £712,180 in the preceding twelve months; those announced by Western mining companies have reached nearly £803,000, against £489,000, while the Indian dividend payments by the five Mysore companies will have absorbed about £707,000, in contrast with barely £630,000 in the preceding twelve months.—*Economist*.

A HINT FOR THE AFFORESTATION DEPARTMENT.

After the many centuries during which the forests of Bohemia have furnished fuel and building material for a dense population, it is said that they retain nearly their primeval area. This is due to the forethought of the government in ordaining that as trees are cut down, others shall be planted to fill the vacancies. The wood is mostly pine. Trees are constantly being cut, but wherever a clearing is made, small trees are planted the next spring. These new trees are raised from the seed in small enclosures scattered in the mountains and are thence transplanted.

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ANNIVERSARIES.
1845—Opium seized and burnt by the Canton authorities.
1841—Hostilities between England and China recommenced.
1848—French Revolution broke out.
1857—The s.s. *Queen* captured and burnt by pirates.
1867—First stone of the Hongkong City Hall laid.
1896—Explosion of a powder magazine at Kiangyin; 300 lives lost.
1897—Hunan Land Telegraph line completed.

MAILS DUE.
American (*Nippon Maru*) 24th inst.
Indian (*Lightning*) 24th inst.
French (*Océanien*) 25th inst.
Australian (*Ontario Maru*) 28th inst.
American (*City of Rio de Janeiro*) 2nd prox.
American (*Coptic*) 11th prox.

THE China Mutual Steam Navigation Co.'s steamer *Chingwa* from Liverpool, Glasgow and Swansea, left Singapore for this port yesterday, the 21st, and may be expected here on or about the 27th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
H.I.C.M.S. *Katier*... at Kowloon Dock.
Athenian " " " "
Isle de Cuba " " " "
Isle de Luzon " " " "
Bechdale " " " "
H.I.C.M.S. *P. Wilhelm* " " " "
H.I.C.M.S. *Moscow* " " " "
St. Mark " " " "
Morris " " " "
D. Juan d' Austria " " Cosmopolitan " "
Phra Nang " " " "
Hui Ping " " " " Aberdeen " "

PASSED THE CANAL.
Outward—Feb. 3rd *Chingwa*, *Indravelli*, *Prometheus*, *Anapa*; Feb. 7th *Harper*; Feb. 10th *Glenelg*, *Humburg*; Feb. 14th *Bayer*, *Pyraus*, *Epiphania*, *Zentst*; Feb. 17th *Yarra*; Feb. 21st *Babelberg*.
Homeward—Feb. 17th *Japan*, *Asturia*, *Mogul*; Feb. 21st *Diomed*.

TO LET.
THE COMMODIOUS OFFICES on the GROUND FLOOR of No. 9, Praya Central, now occupied by Messrs. DODWELL & Co., Ltd.
Apply to E. D. SASSOON & Co.
Hongkong, 3rd February, 1899. [167a]

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).
PROPERTY now occupied by the Bowring Saw Mills.
FLOORS in STANTON and ELGIN STREETS.
"BAHAR LODGE" No. 4, RIFON TERRACE.
"HARFORD" MAGAZINE GAR. Comfortably furnished.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 31st January, 1899. [162]

Entertainment.

THEATRE ROYAL, CITY HALL.
At the Special Request and under the Patronage of THE HONGKONG JOCKEY CLUB, THE HONGKONG AMATEUR DRAMATIC CLUB will give an Extra Performance of the Pantomime "THE YELLOW DWARF" on SATURDAY, 25th February, 1899, at 8.30 P.M.
Dress Circle 83
Stalls 2
Half-price to Soldiers, Sailors and Police in Uniform to the Pit.
The Ticket Office is now OPEN and will continue Open each Day from 10 A.M. to 4 P.M.
Late Trains to the Peak.
H. C. NICOLLE, Acting Manager.
Hongkong, 18th February, 1899. [260a]

Auction.
To be Sold by PUBLIC AUCTION, at NAGASAKI on the 4th March, THE P. & O. S. S. Co.'s S.S. "BRINDISI" as she now lies in Nagasaki Harbour. Built in 1880 by Wm. DOxford & Sons at Sunderland. Length 360 feet, Breadth 40 feet, Depth 31 feet. Gross tonnage 3,688 tons. Effective Power of Engines 2,800. Capacity of holds 4,530 tons of 40 cubic feet. The Engines are in excellent preservation and the vessel, with some repairs, could be put in thorough sea-going condition, or she could be converted into an Admirable Hulk or Receiving Ship.
Private offers for the purchase of the vessel will be entertained in the meantime.
For Further Particulars, apply to H. RITCHIE, Superintendent.
Hongkong, 13th February, 1899. [211a]

NAVY CONTRACT 1890-1900.
SEALED TENDERS in DUPLICATE, will be received by the VICTUALLING STORE OFFICER, H. M. Victualling Yard, until NOON, on THURSDAY, the 2nd March, for the Undersigned Articles.
Biscuits. Raisins.
Soft Bread. Rice.
Flour. Milk Condensed.
Fresh Beef. Sugar.
Vegetables. Fresh Milk, and Potatoes. Suet and Fat.
Printed Forms of Tenders and Further Particulars can be obtained at the VICTUALLING STORE OFFICER'S OFFICE.
The right to reject the lowest or any tender is reserved.
WORTH A GUINEA A BOX.
BEECHAM'S PILLS.
FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.
50 CENTS PER BOX.
Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [38]

WINDSOR HOTEL, HONGKONG.
THIS ESTABLISHMENT, situated in the elegant Building known as "CON-

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 24th February, at 4 P.M.
HITACHI MARU.....	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 2nd March, at 4 P.M.
OMI MARU.....	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 3rd March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 15th February, 1899.

SETTING UP OF DISTILLERIES

Rice—Corn—Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS.

SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories

STEAM KITCHENS

EGROT & GRANGE, rue Mathis, PARIS

TEETHING BABIES

Good time for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It is a most valuable element of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China: WATKINS & CO., Hongkong.

F. BLACKHEAD & CO.,
SHIP CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMAN'S RAFFIN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896.

THE LEADING CATERERS.

MEMU, BILLIARD TABLES and
LIQUORS to all orders.
THE GRILL ROOM.
Hongkong, 1st September, 1897.

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED.
Agents.
Hongkong, 20th February, 1899.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship

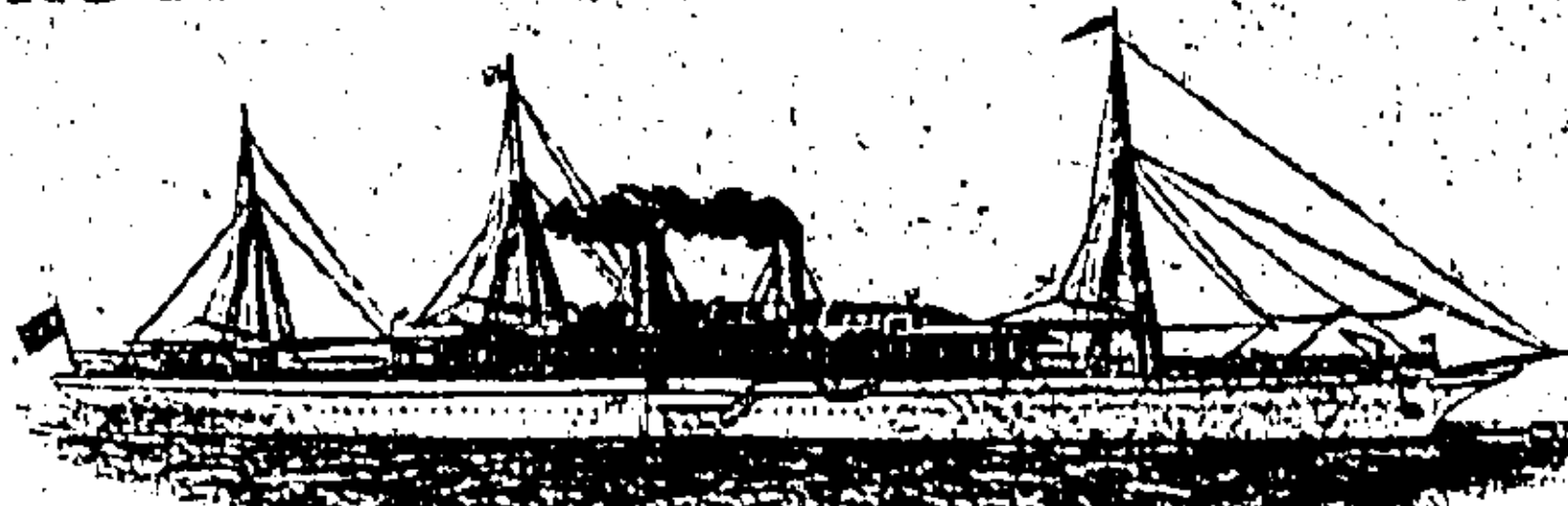
"CHELYDRA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after Noon, the 24th instant will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 21st February, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6000 Tons—10000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and making connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second in none in the world, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddlers Street.

Hongkong, 15th February, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th March, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 25th April, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th March, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 9th February, 1899.

MITSUI BUSSAN KAISHA.

No. 6, Kei House Street, Praya Central.

Head Office: TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENSIN,

NEWCHANG and all Ports in JAPAN.

Agents:—

Milki Coal Mines.

Ohmura Coal Mines.

Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kanehara Cotton-Spinning Mill, Japan.

The Mito Cotton-Spinning Mill, Japan.

Tokyo Cotton-Spinning Mill, Japan.

Hayashi Clock-Factory.

Hongkong, 11th December, 1898.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. Tacoma... 2811 A. Dixon... Feb. 25.

Glenholt... 3750 J. McGilvray... Mar. 21.

Olympia... 2837 J. Trubridge... April 1.

Victoria... 3502 J. Panton... April 25.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

James... 3677 Williamson... Mar. 14.

Columbia... 3676 N. Moncur... April 15.

Monthashville... 2874 W. A. Evans... May 6.

James... 3677 Williamson... June 3.

THE very cheap rates offered by the Line HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery.

THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports must be in quadruplicate; and only may be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 18th February, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. N. Tibbald, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 4th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Text for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 18th February, 1899.

FOR SAN FRANCISCO.

THE 100 A1 British Bark

"QUEEN MARGARET,"

Fraser, Master, shortly expected here will load for the above Port, and will have quick despatch.

For Freight apply to SHEWAN, TOMES & CO.

Hongkong, 23rd January, 1899.

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SILESIA.....	HAVRE, HAMBURG/BREMEN.	About 15th March.	Freight.
Behrens.....	(LONDON with transhipment in HAMBURG)	March.	Passage.
SUEVIA.....	HAVRE, HAMBURG/BREMEN.	About 22nd March.	Freight.
Forck.....	(LONDON with transhipment in HAMBURG)	March.	Freight.
WITTENBERG.....	HAVRE, HAMBURG/BREMEN.	About 30th March.	Freight.
Mudsen.....	(LONDON with transhipment in HAMBURG)	March.	Freight.
NURNBERG.....	HAVRE, HAMBURG/BREMEN.	About 8th April.	Freight.
V. Binzer.....	(LONDON with transhipment in HAMBURG)	April.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 15th February, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 8th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 2nd May, at Noon.

THE U.S. Mail Steamship

"CITY RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, & HONOLULU, on TUESDAY, the 14th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare to embark at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 percent. This allowance does not apply to through fares for China and Japan to Europe.

ALL PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 16th February, 1899.

NORDEUTSCHER LLOYD.

NOTICE

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen..... Wednesday 1st March.

Hayden..... Wednesday 20th March.

Prinz Heinrich..... Wednesday 26th April.

Preussen..... Wednesday 24th May.

ON WEDNESDAY, the 1st day of March, 1899, at 9 A.M., the Company's Steamship "SACHSEN" Captain H. Süppler, with MAILED PASSENGERS, SPECIES, & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 27th instant. Cargo and Species will be received on board until 3 P.M. on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 28th instant. Contents of Parcels are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

For further Particulars apply to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 17th February, 1899.

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